



September 2013

NEWSLETTER FOR THE PAID & VOLUNTEER STAFF OF RAILTOWN 1897 STATE HISTORIC PARK

Upcoming Events

September 3

Railtown Ladies Luncheon at the C & C Mexican Restaurant in Jamestown call Marge @ 533-4595

September 7

Admissions Day Parade and activities in Columbia

September 10 & 11

"Railtown Gang" trip to ride the Virginia & Truckee Railroad in Virginia City For info: call Dave 984-4408

September 21

Mark Twain Train at 5 pm starts at 4 pm under the tulip tree with stories from Mr. Twain and fiddle music from some locally known fiddler

September 26 & 28

All Hands meetings: Thursday, Sept. 26 at 1pm. Carriage Room

Saturday, Sept. 28 at 8:30am, Carriage Room (repeat if you miss first one)

September 28

Meals on Wheels is now rescheduled for this date. Train at 6pm.

October 3

Annual pumpkin gathering expedition to Manteca Volunteers needed!

October 5, 12, 19, 26

The 'Skeleton' crew is back on board for our 'Harvest Haunt' trains.
*Note: If you'd like to order a T-Shirt we have some sizes in stock. Cost is \$30 to CSRMF

Message From Park Superintendent Kim Baker

There are a lot of projects boiling under the surface at Railtown1897 State Historic Park these days. It seems like it's either feast, or famine, and now's time for the feast. Buckle your seat belts, it's going to be an exciting year.

As you are certainly aware, when Railtown was added to the closure list in 2011 (for the third time in 10 years), the community rallied. The Rotary clubs in the county came together to raise about \$75,000, which was matched by the Sonora Area Foundation. The California State Railroad Museum Foundation added another \$81,000, totaling \$231,000.



As part of AB1478, the legislature reallocated the state park surplus funds to match any funding raised by the community (including in-kind donations of volunteer hours that were contributed to keep the park open) and altogether, the park is receiving over \$721,000 for the purposes of park operation and deferred maintenance.

That's the good news. The bad news is that all of these funds must be encumbered by June 30, 2014 (encumbered basically means that contracts must be in place—checks can be written to pay off contracts, but no purchases or staff costs can be charged past that date). We consulted with our donors, and our PID (Park Infrastructure Database—our master project list) and selected several projects that we think will help position the park to be more successful in the future. Those projects include:

- ◆ Repairs to bring the No. 28 back into service— These repairs will be carried out on display in the historic roundhouse, in conjunction with scheduled shop tours and online journaling of the project to engage the public to follow along.
- ◆An Interpretive Master Plan and School Program Development- these tools will better help the park to tell our story, and engage our visitors. The Interpretive Master Plan will help guide development of exhibits, signage, tours, presentations, school programming—basically all educational programming. This is a tool that is essential to quality programming in any park.
- National Historic Landmark Nomination- the park has been deemed eligible for nomination, but has not successfully been nominated. NHL status will help us convey historic significance to park visitors, staff, volunteers and the community and can help better preserve the park.

An additional project funded by AB 1478, but separate from the matching program, is the wastewater runoff project. This project will help us operate this historic industrial site responsibly (and lawfully) under modern regulations.

Several of these projects will be carried out by contractors to ensure that we can accomplish them within the spending constraints. (continue on page 3)



Pioneering Railroad Women of the 1800s (Part 1)

submitted by Karen Kling/ Interpretive Specialist

The building and running of railroads has always been a male dominated world, so it is interesting to note that in the 1800s, women played important roles in the construction, development and safety of the early railways. In a time when women's roles and educational opportunities were extremely limited,

these remarkable women rose above gender restrictions and prejudices to make their contributions to rail transportation.

Man Prod Bo

Manufacturing – Rebecca Lukins, Producing Locomotive Boilers and Rails

Born in 1794, Rebecca Pennock Lukens was the oldest daughter of Isaac Pennock, a Pennsylvania farmer turned iron worker who established to iron mills. When Rebecca married Dr. Charles Lukens in 1813, the couple was pressured by her parents to take over the aging Brandywine Mill.

Over the next twelve years, Rebecca and Charles rebuilt the mill and began producing locomotive boilers and rails. In 1825, having borne six children, Rebecca promised her dying husband that she would continue to run the struggling mill. Despite strong objection from her mother and the demands of raising her four surviving children, Rebecca took over the management of the mill. Refusing to accept inferior materials or poor quality workmanship, Rebecca made quality her trademark. A remarkable business woman, she not only made a success of the mill, but also her other business ventures (a saddler and warehouse to name two). At the time of her death, Rebecca was the wealthiest woman in her country.

Construction - African and Native American Women Laying the Rails

Because it required great strength and hard physical labor, almost all railroad construction was done by men. But, there were exceptions. During the Civil War, many slave women and children were forced



to labor laying rails for the southern railroads. In the West, the Central Pacific Railroad hired Native American workers to lay track. When the railroad reached Shoshone territory, both men and women were employed. The Indian women proved themselves admirably, and an observer watching them work noted that they were even stronger than the men at the back breaking work.

In the Cab – Ida Hewitt First Regularly Commissioned Female Engineer

Although it is impossible to know for sure who was the first female to hitch up her skirts, climb into the cab of a locomotive and take the controls, we do know that Ida Hewitt was the first regularly commissioned female

engineer in the country.

Ida was the daughter of Charles Hewitt, one of the chief owners of the Cairo Short Line Railroad that connected with the B & O Railroad. As a girl, Ida was fascinated with trains and spent her free time at the railroad shops near her home. After high school graduation, Ida would ride in the locomotive cab whenever she had the chance. One day and engineer took sick on route and Ida took over the controls. She did so well that she soon was regularly running the route.

Although her father may have been remarkably liberal in his views of women working on the railroad, other men looked upon her with a mixture of curiosity and concern. Ida was young and pretty and unique in her chosen career, but the railroad men worried that other women would be following in her footsteps and threaten their jobs. *The Conductor and Brakeman, Volume 9, 1892,* mentioned Ida's achievement but followed it with this warning: "Men are required to keep an eye upon their laurels, their plumes, etc. for now-a-days and frequently, women demonstrate such masculine qualities as to create alarm."

(Part 2, continued in the October Issue)



Volunteer Profiles: Dieter & Jeannie Teschke

Every once and awhile new volunteer's come to our park and jump in with both feet, participating in a number of our activities. Dieter and Jeannie joined us in February during our new volunteer orientation and training and have since given of their time as Car Hosts, Tour Guides, Greeters, maintenance workers (on Thursdays) and helpers at our special events. Dieter says he enjoys working on our maintenance projects, but most of all interfacing with our visitors, telling the Railtown story as a Car Host or Tour Guide. Jeannie says "I love that I can make some sort of contribution toward a rare and significant piece of history. I also really love the volunteers, their dedication and positive attitude!" Dieter left Germany when he





was 10, but still remembers Bebra, the town he grew up in. "It was a train town, with steam trains still operating until the mid-1950's." He finished his early years in San Lorenzo and got his education in electrical engineering at San Jose State. That became his career and he retired after 30 years in the aerospace industry. Still today he's in high demand as a consultant. Jeannie is a native California girl growing up in Berkeley and received her education at Contra Costa College. She retired after a 30 year career as a flight attendant for TWA. They both met through mutual friends in the airline business and have been married for 26 years. In the past they've been volunteers together for the Vacaville Arts Council for The Arts and the Horse Play Therapeutic Riding Center helping special needs children. Being a flight attendant has special privileges not the least of which is the ability to travel free anywhere in the world the airline goes. In their off time they enjoyed vacationing in many countries around the world, too numerous to mention. As a side note, working on TWA, Jeannie had a chance to meet many, many celebrities who flew including Barbara Streisand, Shirley Temple, Jimmy Durante, Bobby Darin, Henry Mancini and others. She even got to babysit and pet Lassie who always flew 1st class! Perhaps the funniest story is when Ray Charles left his playboy magazine on the seat. It was in braille! Dieter commented and asked "was it flat or did it have bumps on it?" We're pleased to have Dieter and Jeannie with us as part of the Railtown family.

(continued from page 1) We will be soliciting input from our volunteers through a number of community meetings, and core volunteer groups. If you have an interest in assisting with any of these projects, please let volunteer coordinator Dave Rainwater know of your interest. For more detailed information about these projects, what they'll mean to the park, and how you can be involved, please join us for one of the upcoming all-hands meetings, where we'll be able to better explain these projects and answer questions.

With these exciting projects, the future looks bright for Railtown 1897 State Historic Park. Its going to be one heck of a year.

Railtown News

All Hands Meetings Scheduled

We are requesting all volunteers if possible to attend either one of two all hands meetings. Subjects covered will be the same. The dates are: Thursday, September 26 at 1 pm in the Carriage Room, and Saturday, September 28 at 8:30 am in the Carriage Room. The topics covered will be: discussion on what we are doing on all of the AB1478 projects, our park budget, the upcoming Santa trains and other changes happening at Railtown.



PO Box 1250 Jamestown, CA 95327 Return Service Requested

TO:



Depot Store- (209) 984-3953 **Volunteer Desk**- (209) 984-4408

Volunteer Website- http://railtown.team.parks.ca.gov/volunteers

Railtown Blog- www.railtown1897.wordpress.com Newsletter Editor— Dave.Rainwater@parks.ca.gov

Crew Caboose- (209) 984-0352



Railtown Paid and Volunteer Staff Contact Information

(all area codes are 209)		
Kim Baker, Park Superintendent	984-4622	Kim.Baker@parks.ca.gov
George Sapp, Railroad Restoration Lead Worker (DSLE)	774-6368	George.Sapp@parks.ca.gov
Lisa DeLacy, State Park Curator I (DER)	984-3119	Lisa.DeLacy@parks.ca.gov
Diana Fisher, Park Aid & Social Media Specialist	984-0352	Diana.Fisher@parks.ca.gov
Karen Kling, Park Interpretive Specialist	416-8062	Karen.Kling@parks.ca.gov
Ryan Richelson, Maintenance Supervisor	984-3115	Ryan.Richelson@parks.ca.gov
Rob Buchanan, Park Maintenance Worker I	984-3115	Rob.Buchanan@parks.ca.gov
Danny Taylor, Park Maintenance Assistant	984-3115	Danny.Taylor@parks.ca.gov
Dave Rainwater, Senior Park Aid & Volunteer Coordinator	984-4408	Dave.Rainwater@parks.ca.gov
Carl Rudolph, Fire Patrol Coordinator	586-9905	cakr@sonnet.com
Karen Ethier, Ticket Agent Coordinator	471-7525	kmethier@gmail.com